



Project Fact Sheet and FAQs

Tarago Woodlawn Siding Rail Corridor and former Station Master's Cottage

April 2024



Transport for NSW acknowledges the Traditional Custodians of the lands on which we work and pays respect to Elders past, present, and emerging.

About the project

Transport for NSW (**Transport**) has identified elevated levels of lead containing materials at the Tarago former Station Master's Cottage (**FSMC**) and Woodlawn Siding (**Rail Corridor**).

The Tarago Rail Corridor was reported to the NSW Environment Protection Authority (**EPA**) in November 2019 and the Tarago FSMC was reported to the EPA in February 2022. The Sites were declared as contaminated by the EPA in March 2020 and August 2022 respectively.

To manage any potential risks to the community and environment, a Lead Management Action Plan (**LMAP**) is in place for contamination within the rail corridor and an Interim Environmental Management Plan (**IEMP**) is in place for the former Station Master's Cottage.

Where are we up to

The project is in the Remediation Planning phase. A Remediation Options Assessment (**ROA**) has been prepared for Tarago Rail Corridor and the FSMC. The Tarago Rail Corridor ROA outlines the 8 remediation options selected for detailed assessment. It outlines Transport's preferred remediation option, which would see the offsite containment of the contaminated waste at Lake George (**legacy**) Mine containment cell in Captains Flat. Regional New South Wales (**RNSW**) have advised Transport that the containment cell is scheduled to open in January 2025, and is expected to be open for twelve months. Transport have seriously considered all social, economic and environmental impacts of this option

and have invested a considerable amount of time and resources in assessing all of the feasible and permissible options and their impacts.

We are committed to ensuring the health and wellbeing of the community and our workers and will continue to work with the EPA and other agencies to ensure any impacts on the community are addressed.

What's next

The options assessed within the Tarago Rail Corridor ROA will be place on public exhibition for 28 days and will be open to community feedback via written submissions between 10 April - 7 May 2024. The submission link will be made available on the [project website](#).

The remediation timeline will be established after the completion of the Remediation Options Assessment.



Frequently asked questions

Tarago Woodlawn Siding Rail Corridor

What are the costs associated with Transport's preferred option?

The ROA has identified Transport's preferred option of offsite containment of the contaminated waste at the legacy mine in Captains Flat. This option will cost approximately **\$2.3 million dollars** to deliver. The preferred option will provide the best outcome and scored highest in the overall assessment of the eight feasible and permissible remediation options.

One of the key benefits of the preferred option is that the legacy mine containment cell is designed to take this specific type of contamination and cannot accept any other types of waste. The containment cell was originally designed to remediate the mine and has been redesigned to take in waste from Transport and is also being redesigned to include waste from Crown Lands.

Transport's second preferred option is off-site disposal at a suitably licensed waste facility, possibly in Sydney or Queensland. This option would be delivered at an additional cost of around **\$3.9 million dollars** (approximately **\$6.2 million dollars** in total).

Does transport have an agreement with Legacy Mines to accept the contaminated waste from Tarago?

Transport is working with RNSW to determine the viability of the preferred option. If the preferred option is approved, Transport will secure an agreement for the contaminated waste to be disposed of at the legacy mine site containment cell. The containment is scheduled to open in January 2025, and is expected to be open for twelve months. For questions relating to the containment cell, please email the Legacy Mines Program, (Mining, Exploration and Geoscience) at meg.media@regional.nsw.gov.au

How much contaminated waste will need to be removed from Tarago Rail Corridor?

A total of 4650m³ (8370 tonnes) of contaminated waste material will need to be transported from Tarago.

It will take approximately 210 truck movements to remove the waste from Tarago. Traffic flow of trucks on the roads between Tarago and Captains Flat.

What's next for the Rail Corridor and when will it be remediated?

The project is in the Remediation Planning phase. This will involve:

- finalising the remediation option to support the land use
- developing a Remediation Action Plan (**RAP**)
- preparing detailed design and engineering
- obtaining the necessary planning approvals to enable the remediation works, including a Review of Environmental Factors (**REF**).

The remediation timeline will be established after the completion of the Tarago Rail Corridor ROA. Remediation of the site is estimated to take 8 – 12 weeks, depending on planning approvals and the weather. We plan to remediate the Tarago Woodlawn Siding in October – December 2025, however, this timeframe is subject to change. The communities in Tarago and Captains Flat will be kept informed about the transportation, treatment and disposal of the contaminated material at the legacy mine.

Who was involved in assessing the options within the Tarago Rail Corridor ROA?

Transport took a multidisciplinary approach to develop the criteria weightings and the assessment of options. Transport engaged specialist external consultants and internal subject matter experts develop the assessment criteria and weightings.

Two full day workshops were undertaken to identify and finalise the weightings and assess the options.

The first workshop included internal Subject Matter Experts (**SMEs**) and external consultants to identify and determine the weightings. Each expert present at the workshop brought a different perspective to ensure that the development of the weightings was well considered.

An independent Auditor was present at the first workshop to ensure that process of developing the criteria and weightings was robust.

A total of 26 assessment indicators were selected under the domains of environmental, social, and economic sustainability and weightings for each indicator were defined. Transport placed social outcomes at the forefront of the analysis, which made up 51% of the overall assessment rating to ensure that Tarago and Captains Flat communities were considered throughout the process.

For full definitions of each of the 26 assessment indicators outlined below see page 38 of the Tarago Rail Corridor ROA.

Tarago Rail Corridor Remediation Options Assessment - indicators and weightings

Domain	Assessment proportion of Domain	Indicator	Weight	Contribution to Assessment
Environment	25%	Greenhouse gases	2	3%
		Soil functionality	2	3%
		Soil erosion	2	3%
		Water uses	2	3%
		Water movement	2	3%
		Flora, fauna and food chains	1	1%
		Impacts/benefits for land reuse	3	4%
		Primary resource & waste	3	4%
Society	51%	Long term risk management	4	6%
		Risk management performance	4	6%
		Human health impacts	3	4%
		Intergenerational equity	4	6%
		Community optics	5	7%
		Nuisance impacts	2	3%
		Delivery of remediation program	4	6%
		Local culture and vitality	4	6%
		Degree of uncertainty	3	4%
		Validation/verification requirements	2	3%
Economy	24%	Direct costs/benefits	2	3%
		Allocation of finances	2	3%
		Corporate reputation	2	3%
		Duration/timing of benefit	2	3%
		Chances of success	2	3%
		Flexibility to change in circumstances	2	3%
		Resilience to climate change	2	3%
		Ongoing institutional controls	2	3%
Total	100%			100%

At the second workshop, a total of 11 remediation options were assessed and scored, of which three (3) were determined not feasible. This resulted in eight (8) remediation options selected for a detailed assessment. Consultants were not involved in scoring the options.

The options which received a detailed assessment are listed below, with the corresponding scores for each option. Option 8 received the highest score and is Transport's preferred option. Option 5 received the second highest score and is Transport's second preferred option. For detailed scoring information for each option, see the *Tarago Rail Corridor Remediation Options Assessment, Appendix 2, Remediation Option Scoring*

Remediation Options Assessment Scoring Summary

Options	Environment	Society	Economy	Total Scores
1. Onsite containment at Tarago Rail Yard (underground)	12.2	20.9	11.3	44
2. Onsite containment elsewhere in CRN (underground)	11.8	24.1	11.9	48
3. Onsite treatment (screen and immobilise) and offsite disposal	13.7	25.9	17.1	57
4. Onsite screening and offsite disposal	14.9	27.4	17.4	60
5. Offsite disposal of unsegregated waste	13.9	35.3	17.7	67
6. Onsite above-ground capping	10.4	17.0	9.6	37
7. Onsite bury and cap	11.4	20.0	11.8	43
8. Offsite containment at Lake George Mine	13.8	35.9	19.4	69

Transport have seriously considered all social, economic and environmental impacts of this option and have invested a considerable amount of time and resources in assessing all of the feasible and permissible options and their impacts.

Where can I find more information regarding each option assessed and their associated costs?

Detailed information is available in the *Tarago Rail Corridor Remediation Options Assessment, Appendix 2, Remediation Option Scoring, Table 20: Direct Costs*.

Stockpile

What is happening with Veolia Stockpile?

The Stockpile is located on Veolia land, adjacent to the Tarago Rail Corridor. The volume of waste to be removed from the Stockpile is far less than the volume of waste to be removed from the Rail Corridor (750m³ compared to 4650m³).

The remediation strategy for the Stockpile is offsite disposal at an appropriately licensed facility in Sydney. This is the most efficient option. Control measures will be in place during the remediation of the Stockpile.

Transport has completed a Remediation Action Plan (RAP) for the remediation of the Stockpile. We are currently in the procurement phase to engage a contractor to implement the RAP. The works are planned to be completed in the 2024 - 2025 Financial Year, subject to weather and planning approvals. We will keep the community updated with the timelines when they are confirmed.

Information regarding truck movements and costs are yet to be determined. Monthly routine inspections of the Stockpile will be ongoing until the site is remediated.

Air and surface water monitoring

What's happening with the air and surface water monitoring at Tarago Rail Corridor?

Transport has conducted air and surface water monitoring over a period of 5 years. The results consistently confirm that there is no evidence of lead concentrations exceeding the human health and ecological investigation criteria are migrating from the Site.

A recent review of the air and surface water monitoring results was conducted by an Auditor, which also confirmed these findings. The Air Quality and Surface Water Monitoring – Interim Audit Advice (IAA) report is available to view on the project website.

Transport has determined that the air and surface water quality monitoring will be changed from a time-based program to an activity-based program. This decision has been reviewed and supported by the Site Auditor. Transport will amend the Lead Management Action Plan to reflect this change. This means that monitoring would only be conducted during activities such as remediation, or earthworks.

The last planned monitoring report under the current time-based program is scheduled to be completed by the end of June 2024. The community will be notified once the Lead Management Plan has been updated.

Monthly routine inspections of the Stockpile will be ongoing until the site is remediated and are available to view on the project website.

Tarago former Station Master's Cottage

What's happening with the former Station Master's Cottage?

Transport sought feedback from the community on the future of the Tarago former Station Master's Cottage (FSMC) and its potential uses in February 2023. This feedback was considered as part of a future land use assessment for the Site. At the community information event on 20 September 2023, Transport announced the decision to demolish the cottage. As it is the most cost effective and efficient way forward to progress remediation of the site. Transport is not able to sustain the ongoing maintenance costs of keeping the cottage and Council have confirmed with Transport that they are unable to maintain the asset. In addition, changes to land use zoning are not required to progress with demolition.

While the FSMC is not Heritage listed, it has been assessed as part of Transport's Regional Rail Heritage Strategy. The structure is a 'typical' type of Station Masters Residence and has not been selected in the

representative collection as part of the Regional Rail Heritage Strategy. As such, demolition will proceed to remediate the land as efficiently as possible.

The remediation works will take around 18 months to complete. This means that the Site can be remediated at the same time as Woodlawn Sidings (Rail Corridor).

As the FSMC and Rail Corridor are subject to separate declarations and Voluntary Management Plans (VMPs), each site will continue to have its own VMP, but both will be aligned with the same milestone dates.

Transport will conduct a Hazardous Materials Assessment for the FSMC buildings in 2024. This assessment will be done prior to demolition, so that demolition works can be scoped. Transport plan to demolish the cottage by the first quarter of 2025. These timeframes are subject to change and Transport will notify the community once dates are confirmed.

Will there be future consultation regarding use of the vacant FSMC site?

Consultation will occur with Council and the community regarding historical interpretation and potential uses of the vacant FSMC Site. This engagement process will run concurrently to the consultation occurring for remediation planning at Tarago. We will contact the community with more information regarding opportunities to give feedback once details have been confirmed.

Next steps for remediation

What is the forecast schedule of works for 2024 – 2025?

A list of the key project deliverables is outlined in the table in the table below. These dates listed below are subject to planning approvals and weather conditions.

Milestone/deliverables	Due date
Approval of the preferred option including Interim Audit Advice (IAA)	July 2024
Finalise Remediation Action Plan (RAP) and RAP IAA	August 2024
Finalise the Statement of Heritage Impact (SOHI) for the Woodlawn Siding Rail Corridor and approvals	November 2024
Review of Environmental Factors (REF) for the Woodlawn Siding Rail Corridor completed	November 2024
Review of Environmental Factors (REF) for the FSMC completed	
Public exhibition of REF for the Woodlawn Siding Rail Corridor Public exhibition of the demolition REF for the FSMC	November 2024 (Dates TBC)
Approval of REF for the Woodlawn Siding Rail Corridor Approval of demolition REF for the FSMC	February 2025
Cottage demolition works	First quarter of 2025 – dates TBC
Public exhibition of REF for the Stockpile	February 2025
Detailed design and engineering will be finalised	March 2025
Removal of the Stockpile	June 2025
Remediation of the Woodlawn Siding Rail Corridor	October - December 2025

Please note:

- The RAP for the Tarago Rail Corridor and FSMC will outline the method by which Transport will safely manage the remediation of the Site. Transport will continue keep the NSW EPA informed regarding project milestones.
- As Transport is a self-determining authority, all works will go through a Review of Environmental Factors (REF). The REF is the planning pathway being used to progress remediation of both the Rail Corridor and FSMC. The demolition REF for the Tarago former Station Master's Cottage will be placed on public exhibition for 28 days, towards the end of 2024.
- Transport acknowledges that it has taken time to get to this phase of the project and there is still much to do over the next 12 – 18 months. Engineers and specialist consultants will be seen in the Rail Corridor over the coming months, conducting the investigations required to achieve the milestones listed above.

Why is a Statement of Heritage Impact (SOHI) needed for the Rail Corridor but not the FSMC?

The Woodlawn Siding Rail Corridor forms part of the Tarago Rail Precinct which is listed on the State Heritage Register. Transport will be required to prepare a Statement of Heritage Impact (SOHI) and seek Heritage NSW approval for the remediation works in the Rail Corridor.

Although situated in the Tarago Rail Precinct, the FSMC structure itself is not Heritage listed. Therefore, a Statement of Heritage Impact is not required for the demolition and remediation of the cottage Site.

How can I give feedback on the Tarago Rail Corridor ROA?

The Remediation Options Assessment will be on public exhibition for 28 Days, from 10 April – 7 May 2024. The Tarago community are invited to make a written online submission via [Transport's website](#). Submissions may also be emailed to landassessment@transport.nsw.gov.au. Transport will also provide access to the relevant reports pertaining to the remediation of the Site. The community will be kept informed regarding project milestones and any other relevant information until the Site is remediated.

Who can I contact for more information?

For more information, please email landassessment@transport.nsw.gov.au or call 1800 491 566. Alternatively, for additional information about this project including relevant reports, visit the project website: <https://www.transport.nsw.gov.au/projects/current-projects/tarago-rail-yards-lead-contamination>.

For questions relating to the containment cell, please email the Legacy Mines Program (Mining, Exploration and Geoscience) at meg.media@regional.nsw.gov.au

Health and safety

How are you keeping the community safe?

The health and wellbeing of the community is our highest priority. We are working with the NSW EPA and our environmental consultants and will follow their advice on how best to manage the site. We have implemented a Lead Management Action Plan (LMAP) to mitigate any potential risks to people and the environment including installing fencing and signage to restrict access to the Site.

How likely is it that I have been exposed to lead? How can I be tested?

Unlikely, as the likelihood that a person has been exposed is dependent on several factors including the level of lead in the immediate environment (soil, water and air), activities that could increase exposure, the length of exposure and the person's age and general health.

If you are concerned about possible exposure to high levels of lead, please see your local GP to request a blood test. You can request this test to be bulk billed.

How can we find out if animals/pets have been impacted?

If you have concerns about any companion animals/pets, please speak to your private veterinarian.

General information about contamination

Is it common to find contamination near railway lines?

It is not uncommon to find contamination in and around rail corridors. This is often because the railways are/were used to transport a large variety of industrial freight such as mined ores, minerals and other dangerous materials around NSW.

Many rail lines across NSW have been in operation for more than 100 years. Over this time, spills, derailments and accidents have occurred throughout the network. Due to the industrial scale of the State rail transportation operations, it is common to find localised contamination where some areas have undergone limited remediation, but not to sufficient levels for today's standards. Historically, the health and safety standards for handling and transporting these materials were not as strict and regulated as they are today.

Is contamination an issue across all rail corridors and what is being done?

We have identified a number of sites across NSW requiring further investigation and are preparing a pro-active strategy to address this important issue in a methodical and prioritised manner. We are working with other key government agencies, including the EPA and NSW Health to address these issues.

Contact us



Project Infoline **1800 491 566**



landassessment@transport.nsw.gov.au



www.transport.nsw.gov.au/projects/current-projects/tarago-rail-yards-lead-contamination



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